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CENTRAL INTELLIGENCE AGENCY

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charge Bolívars 100 for taking a vessel over two thousand tons up or down the San Juan River between 0600 and 1800. Should pilotage start or finish after 1800 but before 2300 the above rate is doubled. If pilotage starts or terminates after 2300 the above rate is increased 150%.

3. Dock Facilities: The port of Caripito is owned and operated by the Creole Petroleum Company. The docks, piers, and all floating and rolling equipment, with the exception of a few lights, are the property of Creole. The cargo dock and three tanker berths are situated on the south bank of the San Juan River. The depth of the water alongside the cargo dock is about 24 feet at low water, although this depth is decreasing gradually due to silting in and around the pilings of the pier. The cargo dock is 350 feet long. It is equipped with a narrow gauge railroad which conveys the cargo from shipside to the Creole warehouse, which is 5 kilometers from the river. All cargo is landed directly on to flatcars from ship's tackle. However, the upriver end of the dock is equipped with a revolving crane of 15 tons capacity; and this crane, using its light set of tackle, is generally employed to lift cargo out of the hatches and land it directly on the flat cars. The dock can accommodate but one vessel at a time and, due to its short length, cannot receive cargo from a large vessel from more than three hatches at a time. For example: a C-1 type vessel can work only three contiguous hatches at a time, which could be hatches #1, #2, and #3; or #2, #3, and #4; or #3, #4, and #5. Although up until now all cargo has been discharged onto flatcars, plans are underway to eliminate the railroad and to reconstruct the floor of the dock to permit the passage of tractors and trailers. Once tractors and trailers are put into operation, the cargo will be transported to two new warehouses which are already built adjacent to the dock. Only one half of the dock can be reconstructed at a time. This means that once the elimination of the railroad is actually underway, the dock will be able to receive cargo from only two hatches simultaneously until reconstruction is completed.
4. Cargo Handling: About 90% of the cargo discharged at Caripito is consigned to Creole. This cargo is discharged free of expense to the vessel during a 16-hour working day. Cargo not consigned to Creole is discharged into lighters, either alongside the dock or while the vessel is anchored up the river. Cargo not consigned to Creole is handled exclusively by a firm called Montagliione. This firm supplies the stevedores and lightermen, as well as the lighters, and then bills the consignees. Cargo consigned to Creole is let out to a stevedoring contractor who is paid a flat rate on a tonnage basis. The stevedores work well, and the supervision is excellent. Rates of discharge for various commodities are as follows: cement, bentonite, etc - 30 tons per gang hour; heavy oil well equipment and supplies - 40 tons per gang hour; pipe - 25 tons per gang hour; general cargo - 15 tons per gang hour. If a vessel requests that overtime be worked to obtain a faster dispatch, all expenses incidental to such overtime are charged to the vessel. This includes not only the personnel on board and on the docks but also in the warehouses, and it is a very costly item. Overtime work is all actual work after midnight and on Sundays and holidays.
5. Repair Facilities: Only repairs of a minor nature can be carried out at Caripito. Creole has a fleet of two boats and launches and some diving equipment, but there is no equipment suitable for deep sea salvage.
6. Medical Facilities: There is a modern hospital located in the camp at Caripito which is available to crew members and passengers.
7. Provisions: Fresh vegetables and groceries are available in very limited quantities and are quite expensive. Bunker "C" and diesel oil are available at the cargo dock.
8. Town of Caripito: The population of Caripito as of 1951 was about 28 thousand persons. This includes all persons living in oil company camps. The only foreign consulate at Caripito is the British one.

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